



NAVAL SUPPORT  
ACTIVITY, BETHESDA

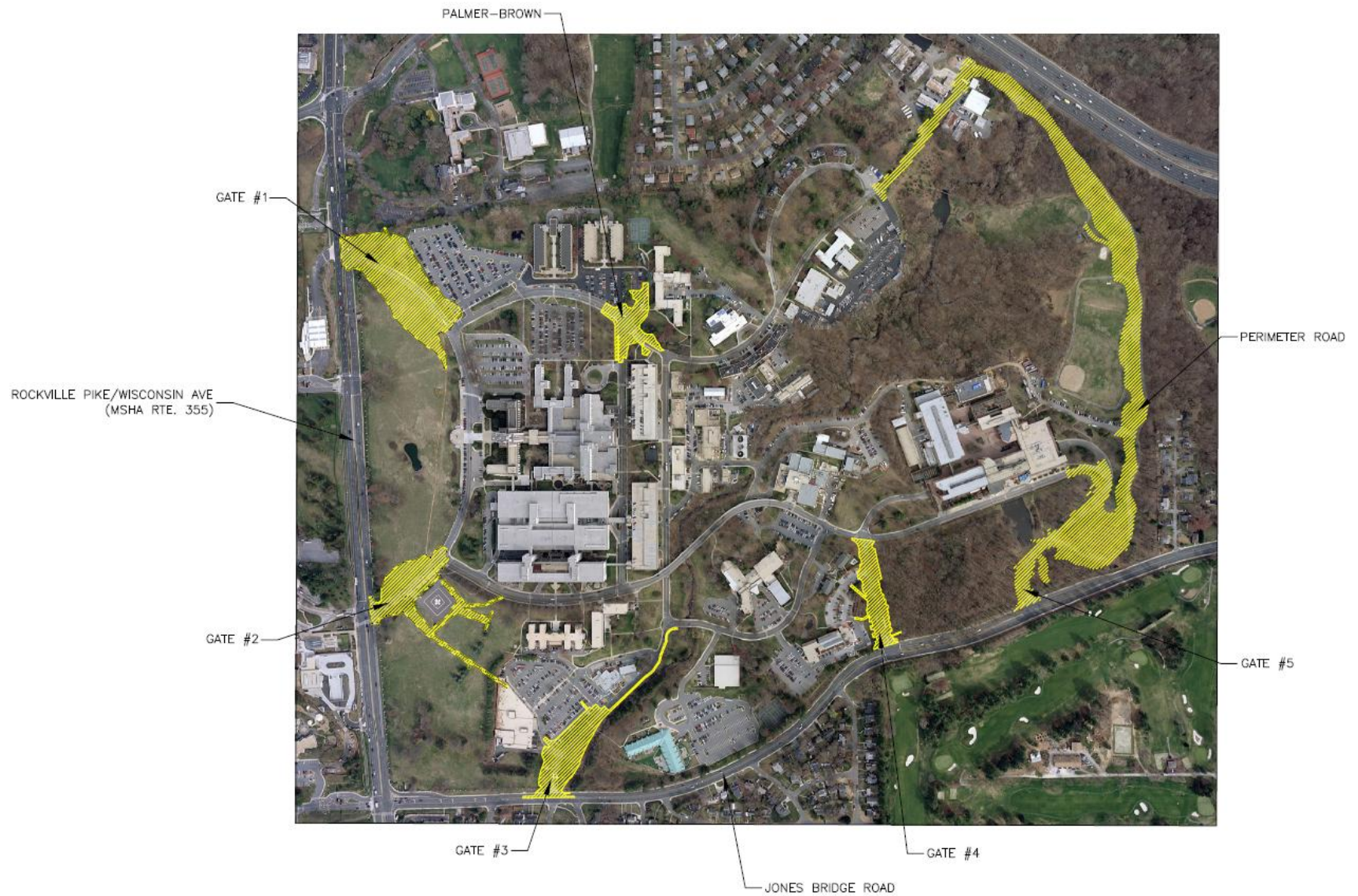
# TRAFFIC MITIGATION MEASURES



## WRNMMC TRAFFIC MITIGATION PROJECT

- BRAC requires the WRAMC to close by 2011 and partial operations to be combined with the NNMC.
- NNMC will be renamed as the Walter Reed National Military Medical Center (WRNMMC), Bethesda.
- Service levels are anticipated to increase to an estimated 1,862 patients and visitors per weekday.
- Medical and administrative personnel will increase up to 2,500.
- These increases in patient, visitor and staff levels will impact traffic levels both within and adjacent to this facility.
- Improvements are proposed at each of the five entrance gates as well as internal roadways and intersections, to include:
  1. Traffic Mitigation (incl. vehicular, bicycle and pedestrian)
  2. Traffic Safety
  3. Security

# WALTER REED NATIONAL MILITARY MEDICAL CENTER



## GENERAL GATE/TRAFFIC IMPROVEMENTS

- Entrance road and traffic signal modifications to mitigate increased traffic.
- Enhanced pedestrian and bicycle routes.
- Enhanced security and traffic safety.
- Minimal impact to the historic viewshed.
- Minimal environmental impacts per latest MDE standards:
  - LID-MEP – permeable pavements, reversible lanes, etc.
  - ESD/MEP - bio-retention, vegetated swales, etc.



## SPECIFIC GATE/TRAFFIC IMPROVEMENTS

- Gate 1 - New Pass-ID Office; Current Coordination with SHA and MCDOT.
- Gate 2 - Current Coordination with Heliport, SHA and MCDOT
- Gate 3 - Current Coordination with NEX expansion.
- Gate 4 - Current Coordination with Navy Lodge.
- Gate 5 - New Commercial Vehicle Inspection Facility; Current Coordination with MCDOT.
- Perimeter Road – Provide safe and AASHTO-compliant commercial vehicle route into medical center.
- Palmer Road/Brown Drive Intersection – Upgrade to improve traffic and safety.

## GATE 1 – NORTH WOOD ROAD

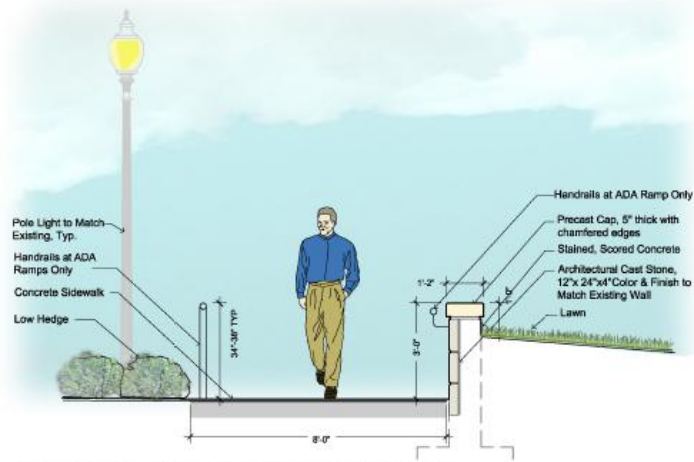




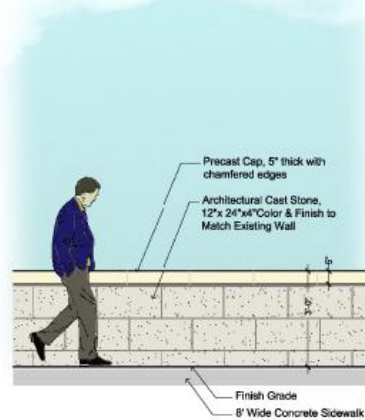
## GATE 1 VISITORS CENTER EYE LEVEL VIEW FROM WISCONSIN AVE



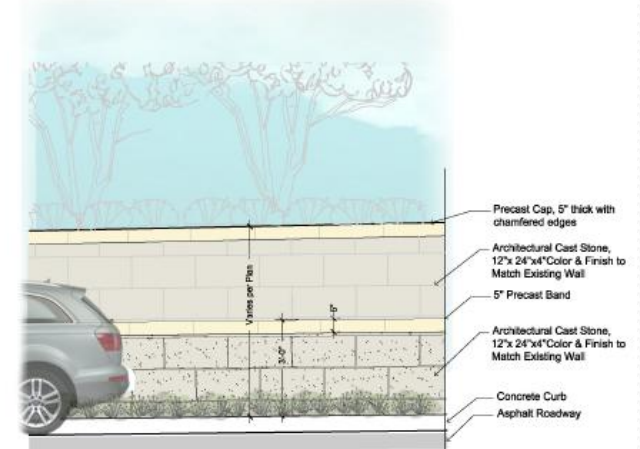
# GATE IMPROVEMENT TYPICAL DETAILS



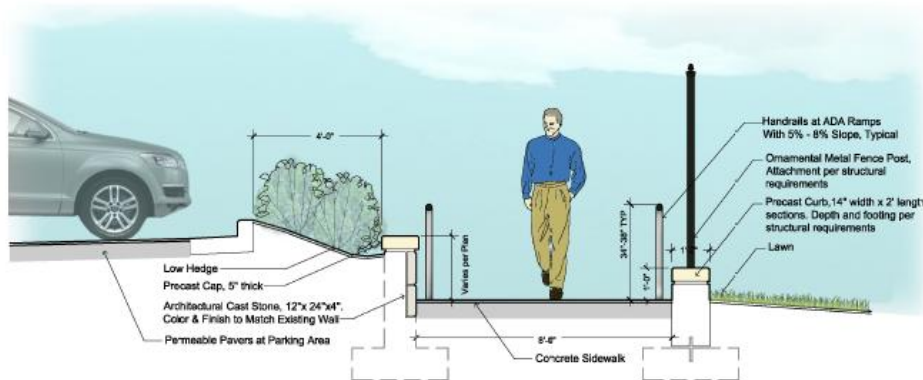
1 TYPICAL SECTION OF SIDEWALK / WALL  
Scale: 1/2" = 1'-0"



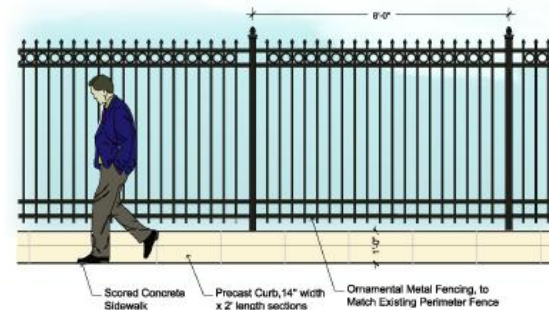
2 TYPICAL ELEVATION OF WALL  
Scale: 1/2" = 1'-0"



3 TYPICAL ELEVATION OF RETAINING WALL  
Scale: 1/2" = 1'-0"



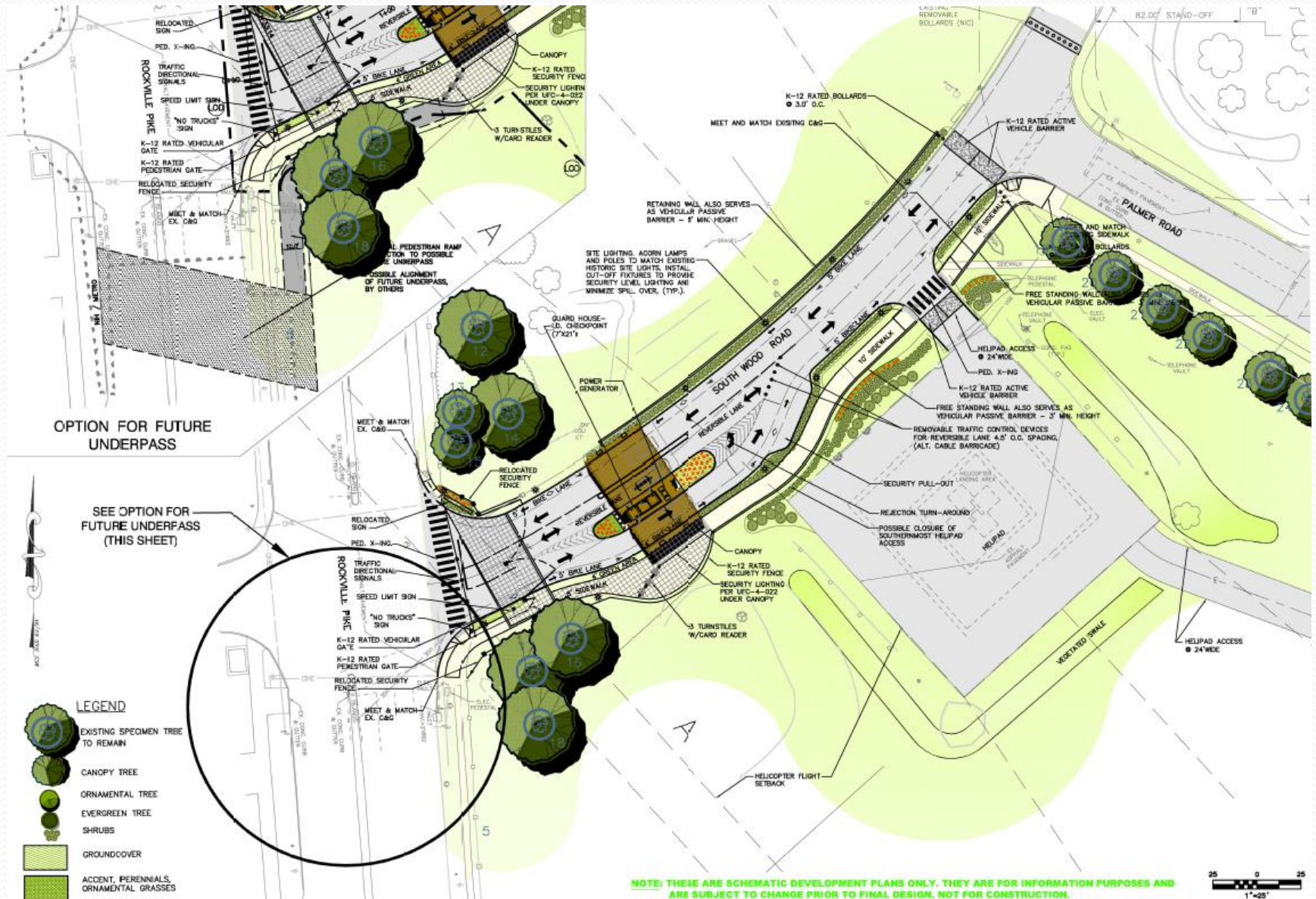
4 TYPICAL SECTION OF SIDEWALK / CURB  
Scale: 1/2" = 1'-0"



5 TYPICAL ELEVATION OF FENCE  
Scale: 1/2" = 1'-0"



# GATE 2 – SOUTH WOOD ROAD



## GATE 2 FROM WISCONSIN AVE



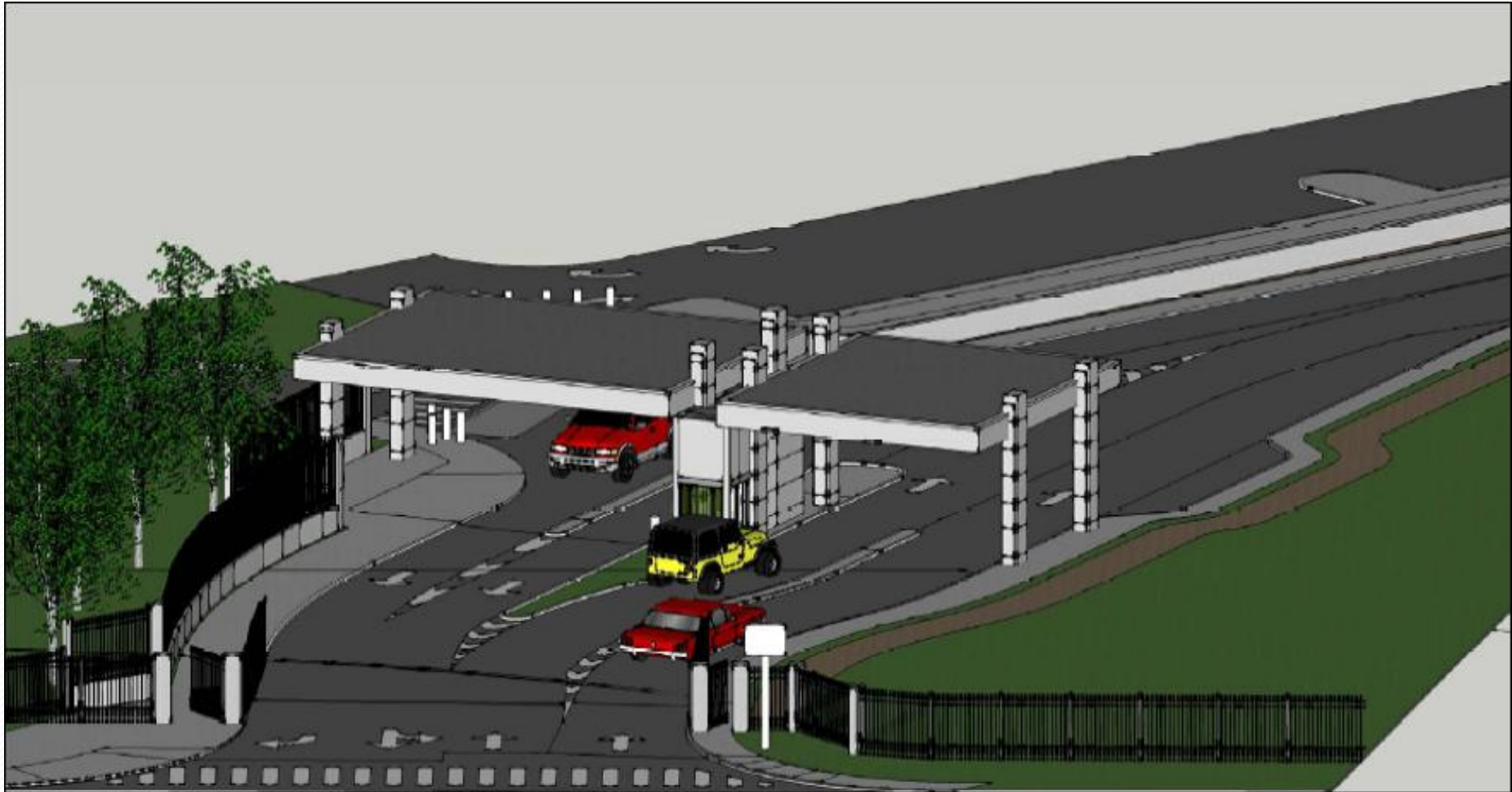


## GATE 3 – GUNNEL ROAD





## GATE 3 AERIAL VIEW FROM JONES BRIDGE ROAD



# GATE 4 – GRIER ROAD

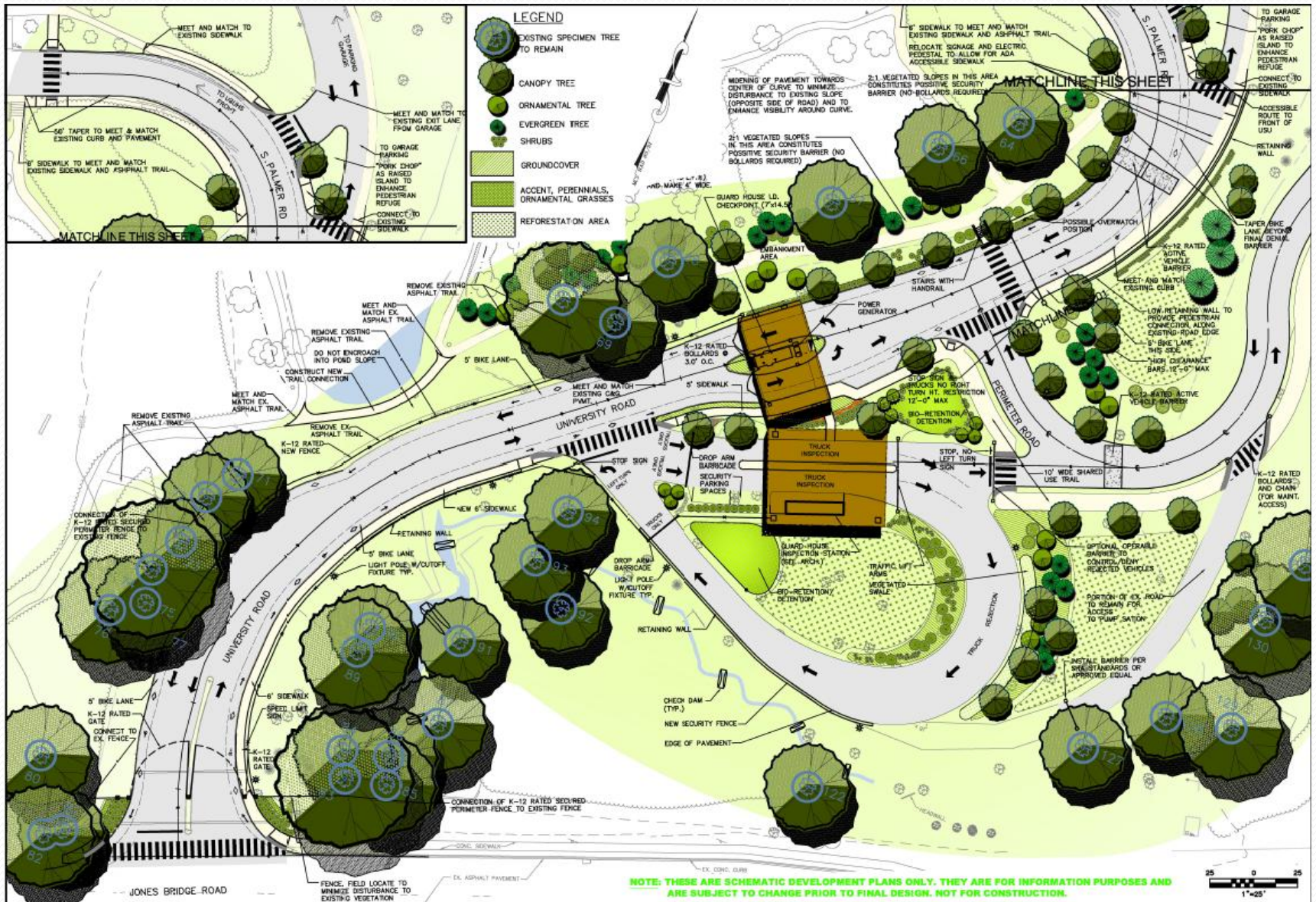


## GATE 4 AERIAL VIEW FROM JONES BRIDGE ROAD





# GATE 5 – UNIVERSITY ROAD





## GATE 5 AERIAL VIEW FROM FRONT ON UNIVERSITY ROAD



# **TRAFFIC ANALYSIS**

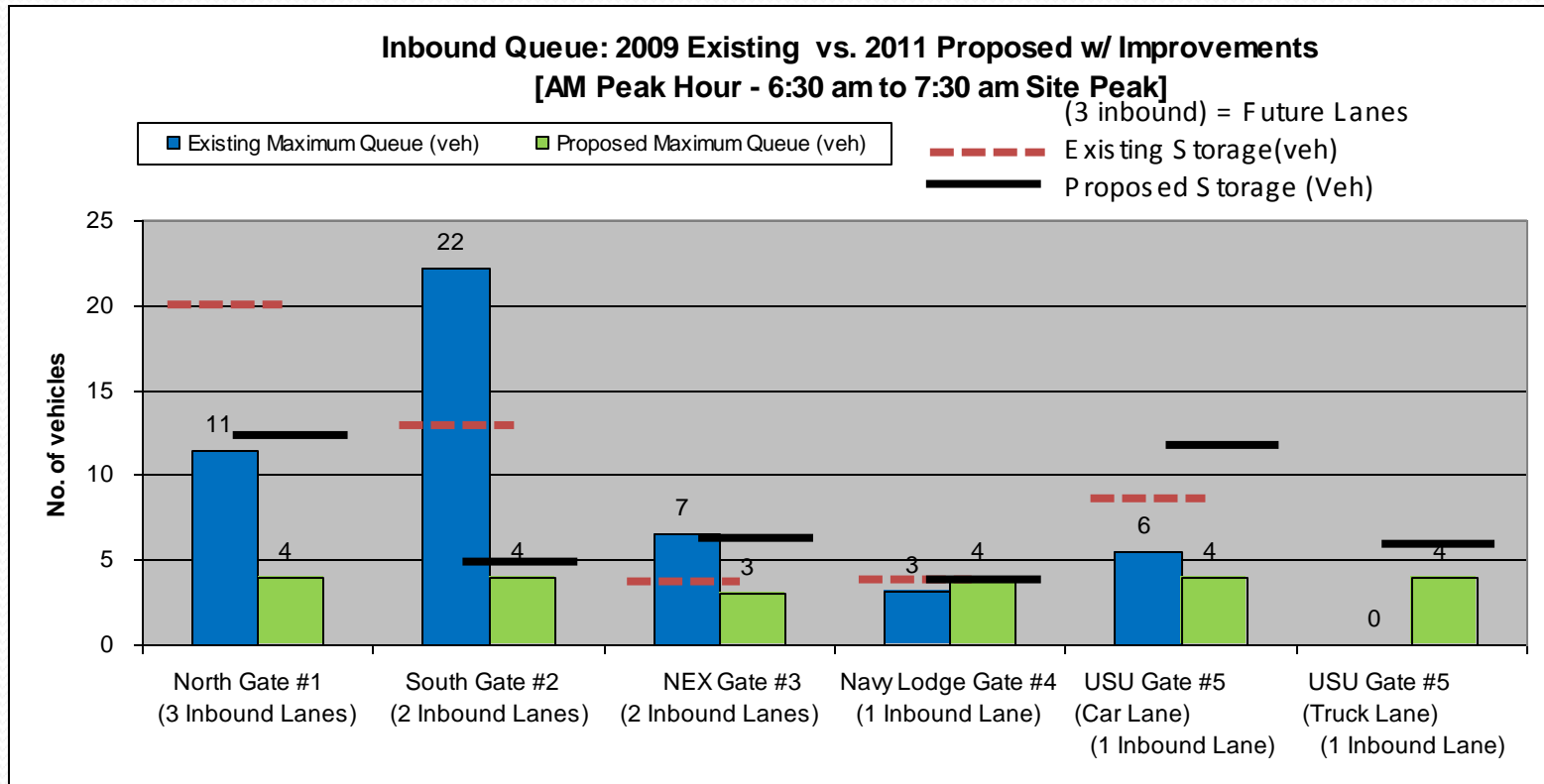
- **On Base Queuing**
- **MD 355 Corridor Segment**

## **Objectives:**

- **To identify potential traffic impacts caused by the BRAC action.**
- **To suggest transportation measures that would reduce the traffic impacts and motorist delay.**
- **To evaluate any potential queuing issues at the security gates.**
- **To suggest improvements in order to provide better access management.**



# INBOUND QUEUES AT SECURITY GATES: CHANGES WITH FUTURE IMPROVEMENTS



# MD 355 TRAFFIC ANALYSIS & WRNMMC IMPROVEMENTS

- ❑ MD 355 Study Area: Cedar Lane to Woodmont Avenue operations to optimize signal timings.
- ❑ Included gate improvements to **add lanes in/out** and changes in traffic patterns with **Traffic Management Plan (TMP)**.
- ❑ Recommend **new signal** at University Drive (**Gate 5**) @ Jones Bridge to allow increased access & commercial vehicles.
- ❑ Route 355 Improvements under study:
  - Extend SHA **signal operations** at **Gate 1** for PM peak exiting traffic with dual right turns outbound,
  - Gate 2 separate **signal phasing** for **South Dr./South Wood**
- ❑ Review under way by SHA and MC.DOT.



## WRNMMC TRAFFIC MITIGATION MEASURES

# QUESTIONS?